

Series I
Correspondence,
1932-1973

Box 1, Folder 5

October 31, 1939
- January 20,
1940

Frame: 0117

San Diego, California,
31 October, 1939.

MEMORANDUM FOR THE EXECUTIVE OFFICER:

There seems to be some idea that, when at sea, we should permit the ship to deteriorate for that reason. Nothing, however, could be more wrong than this conception. The opportunity, when at sea to get the filth off the ship, is one thing which should never be permitted to pass without action.

I expect the ship to be cleaned up, brightwork polished, decks swept down, etc, at sea just the same as in port.

Let nothing interfere with this objective!

R.W.FATES,
Commander, U.S.Navy,
Commanding, U.S.S. CLARK (361).

San Diego, California,
8 November, 1939.

Dear Admiral:

It was fine to hear from you a couple of weeks ago, and I was naturally delighted to note that both you and Nina are evidently very well indeed. I imagine that after the enjoyable summer which you say that you both had, you are now in shape to stand the severity of the Washington winter. I regret exceedingly that I shall be unable to drop in on you, as I used to do, but I plan to hold these missing times in abeyance, and expend them all, when I get there, probably next year. I noted what you said about engineering competition, and naturally I have dropped the whole discussion upon your recommendation. I don't think that anyone will comment upon the CLARK leading the Squadron, and therefore improving her engineering score, because anyone who knows, knows that last year there were practically no tactical exercises, and the CLARK did about the same amount of steaming in formation as did the rest. This year for example, for the past month, the CLARK has not lead at all, but has been the third ship in Destroyer Division Five, owing to the fact that this seemed to be the most suitable place for her for gunnery purposes. Mindful of your advice last year I have, on occasions, when the CLARK lead the Squadron asked the Division Commander whether we were maintaining suitable station without unnecessary speed changes, and I was always informed that everything was fine. As a matter of information the CLARK still stands two among the 1850's in engineering competition, and we have whittled down the lead of the WINSLOW, so that I now believe, if all goes well, we will overhaul her very soon.

The CLARK fired Night Division Battle Practice last night, and did reasonably well at the maximum range. We did better than we did the previous year. As a matter of interest the CLARK was awarded a gun and firecontrol second prize for her performance in Day Division and Night Division Practice last year.

Our Squadron has recently suffered a severe blow in the loss of Captain A.E. Dresel, the Squadron Commander. I think that I told you that he was in the hospital suffering from high Hypotension, Arterial, and I think I was somewhat optimistic about him at that time. However the situation has now changed, and the Medical Department at San Diego have recommended him for retirement, and Captain Irving H. Mayfield, has been ordered to relieve him. Captain Dresel is a fine man,

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and since he has been in the Squadron he has obtained the full loyalty, and support of his personnel. He was quite studious and worked hard on all tactical problems in which we engaged before he was detached to the hospital. As a matter of information he called me in and showed me my fitness report which was "outstanding".

I did not mention in my last letter to you, the merging of the Bureaus of Engineering, and Construction and Repair, because I was not familiar with the changes. I have now seen the new reorganization, and it looks to me as though it may work out. Naturally, you there in Washington, know more about this setup than I do, but it looks to me as if Engineering had obtained the best billets in the joint bureaus. The appointment of Admiral Robinson as Chief Coordinator has met with general approval; but I imagine that when the time comes to choose a relief for him, political policy will be pretty solid in favor of some Construction and Repair candidate. I think that the idea of having one materiel bureau instead of the two separate bureaus is a good idea. It will take time to work out fully because of the prevalence of a considerable number of "die hards", who like the bureau setup better.

I was glad to hear that you had seen the Ross's and that they both look very well indeed. I am awfully glad to hear this, because I have a very deep regard for both of them - they don't come any better nowadays - and I want to always know that they are around and well. I notice that you did not confirm my remark that Charles is to go to some Navy Yard, such as New York as manager, so perhaps my information was incorrect, but I hope that it is not.

From here the European situation seems to be at an impasse. Our information may be the same as yours, but the chances are that yours is considerably better than ours. I rely in a major part upon the radio reports to supply me with some conception of what is being done over there. I find Walter Lippmann quite valuable because of his discussions of the European setup, and what it implies for the future. Out here you would never know that a war was going on. We operate now as always with practically no change in what we do or why. We do have armed sentries on our decks at nights, but outside of that we are as distant from the war or the signs of war as one could possibly imagine. Frankly I do not like it. I should like to be nearer the scene of action.

There is not much else to discuss except that Chick sailed away to Hawaii, and I have not heard from him since he

left. Art Davis as you know went to China, so I guess that three of "your boys" are pretty far away from you. Needless to say none of us like it that way.

The weather here until about ten days ago has been surprisingly warm and excellent, but has not turned into fog and rain, with the major portion of it fog. I do not object to this - because I feel that our Navy out here is entirely too much of a smooth water outfit. I had a funny experience the other day in the fog. I was steaming into San Diego with a fog visibility of about 1500 yards, and as I rounded North Island, a destroyer which was anchored there in the fog got underway and followed me in. Upon reaching the Ferry Lane the visibility had decreased to about 100 yards. I backed down to let the Ferry Boat pass, and, at the same time, put one of the ships boats on each bow, and one ahead of me to assist in guiding me down the channel to my buoy. While I was stopped it was reported that a destroyer with a 24" searchlight on, was closing me rapidly on my starboard quarter. I could not imagine what he was attempting to do, I signalled to him "not to pass". He then backed down, and I went on to my mooring, where I moored in the fog, using the searchlight of the nest as my guide. I have since been informed that the reason this destroyer came so close to my starboard quarter was to make a landing on me, thinking that the CLARK was the starboard wing ship of his nest. Can you imagine my consternation had he continued on and thrown over his lines for the purpose of mooring alongside, when I was in fact underway in the Ferry Lane?

I hope that this letter is not too long, and I hope that you find it interesting.

With best regards to you and Nina,

I am as ever,

Yours sincerely,

Rear Admiral Frank H. Clark, U.S.N.
The Dresden,
2126 Connecticut Ave.,
Washington, D.C.

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San Diego, California,
9 November, 1939.

MEMORANDUM FOR LIEUTENANT COMMANDER H.S. COVINGTON, U.S.S. DETROIT:

About three weeks ago I requested that upon the detachment of N.A. Morris, Shipfitter Second Class, to the Submarine Base, New London, Connecticut, for duty - authorized by the Bureau of Navigation - he be replaced by Robert Wilson, Shipfitter Second Class, now on board the WHITNEY. The reason I requested WILSON by name was because he was one of the original CLARK ships company, was rated Shipfitter Third Class on board this vessel, and I understand that he desires to return to the CLARK. At least I am so informed by my carpenters mate.

Will you please direct the WHITNEY to send WILSON to the CLARK, now as we need a shipfitter, and have none.

R.W. TATES,
Commander, U.S. Navy,
Commanding, U.S.S. CLARK (361).

0123

San Diego, California,
21 November, 1939.

Attention Mr. Clifford Ellison, Manager.

Dear Sir:

received for
The inclosed check for \$33.00 is in payment of the ten (10) tickets which you ~~sent~~ me for the Lunt and Fontanne show for Friday Evening December 1, 1939.

Please cancel the tickets for the Alexander Woollcott lecture on December 12, 1939, because my ship will not be in port on that night. I regret the necessity for this cancellation, but I had understood that the Alexander Woollcott lecture was to be on Friday Evening rather than Tuesday Evening.

Thank you very much for your kindness in this matter and forgive my delay in not sending you my check sooner, but I did not get your letter until two days ago.

Would it be possible to obtain two more tickets for the December 1, 1939, show?

Very sincerely yours,

R.W.Bates,
Commander, U.S.Navy,
Commanding, U.S.S.Clark (361).

Savoy Theatre,
Third at C Street,
San Diego, California.

0124

San Diego, California,
29 November, 1939.

MEMORANDUM FOR THE EXECUTIVE OFFICER:

In wandering about the ship this morning I noted two or three indications of what I was referring to yesterday.

1. I noted painting of ladders aft on the port side. These ladders were covered with dirt and the steps were rusty.
2. I noted that trash and garbage which had been placed in the cans, had spilled on the deck round about, and no move of any kind to clean it up had been made.
3. I noted a new deck hand named WALKER who was without dungarees, and who will soon be without any uniforms whatsoever, unless he is assigned to watch standing, or some other duty, which will protect his belongings.

The entire course of a blue jackets life in the navy may be adversely affected by his first few days aboard ship.

In connection with the painting I had thought it was understood that we would limit our painting to covering up the red lead, after it had dried, with grey paint, and would not attempt to put grey paint on elsewhere, unless the situation was favorable, not only as regards the condition of the paint work, but also as regards the cooperation of the engineer department.

It appears to me that:

- (a) The paint locker is wide open, and (b) that paint is issued freely without suitable direction. I therefore took it upon myself this morning to definitely indicate my platform on this subject to the First Lieutenant.

R.W.BATES,
Commander, U.S. Navy,
Commanding, U.S.S. CLARK (361).

0125

San Diego, California,
30 November, 1939.

Dear Spike:

The CLARK has been designated for services with the UTAH during the week commencing 11 December, 1939. The Squadron Commander is interested in knowing when you desire the CLARK, and where, so that we may know when we may best leave the tender. We are scheduled to leave on Saturday, 9 December, 1939, but owing to a Board of Inspection and Survey, that is being held on the CUMMINGS next week, the CUMMINGS desires to remain alongside the tender until the following Monday morning, and as the CLARK is inboard of the CUMMINGS, the CUMMINGS can not remain alongside, if the CLARK must get underway before 0800 on Monday, 11 December, 1939.

I hate to bother you about this, because I know that in the course of events, you would have advised me, but you can see that the situation is a little different than might have been expected.

I hope that this letter finds you and Mrs. Blandy, enjoying yourselves, and that the good ship UTAH is performing as you hoped.

With warmest personal regards,

Yours very sincerely,

Captain W.H.P.Blandy, U.S.N.
U.S.S.UTAH,
San Pedro, California.

0126

San Diego, California,
4 December, 1939.

Dear Admiral:

I am addressing this letter to the Dresden Apartments, with the hope that it will fall into your hands as returned from the hospital, a new man. When I received a letter, about a week ago, from Nina, telling me that you were in the hospital suffering from appendicitis, I was somewhat startled. I realized however, that having the appendix out was a very fine thing, and I realized further that, while its removal would have a temporary adverse affect on your system, yet in the end it would very probably improve your health. I likewise hoped that the rest in the hospital would be very helpful. I therefore pushed my idea of alarm aside, and reflected upon the good to you, which would eventually result. To paraphrase "Even an ill wind does good".

I should have written to you a few days earlier than this, but I have been sitting as a member of a Court of Inquiry, concerning the death of an officer who fell out of a window in San Diego, and my time has been short. As a matter of fact the court has not finished as yet, but should finish this week.

There is not much news to report, as the situation out here is definitely quiet. We are awaiting the report of the selection board for Captain and Admiral which should be out by the time this letter falls into your hands. No body knows very much about what is being done by the board - all we have is the news from the Army and Navy Register which states that twelve Captains are to be selected for Admiral, and fifty-two Commanders are to be selected for Captain. At that rate the Admirals should go into the 1907 class, and the Captains to the bottom of the 1914 class. This puts me up next year.

Captain Hickey wrote a letter of commendation from Panama to the Chief of the Bureau of Navigation concerning the award to the CLARK of a gun and firecontrol second prize which reads as follows:

"1. I consider that the excellent performance of the CLARK was due to the untiring efforts of the Commanding Officer, Commander Richard W. Bates, U.S.N., who deserves the greatest credit for the efficient ship and firecontrol operation of the CLARK which resulted in the awarding of this prize.

2. It is requested that this letter be made a part of

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the fitness report of Commander Richard W. Bates,
U.S.N."

This was very nice of him, and I truly appreciate his friendly interest.

We now have a new Squadron Commander. Captain Dresel is gone, to be retired physically for Hypertension, I guess, and Captain Mayfield, a recent aid to the Secretary of the Navy, has become Commodore. He seems quite pleased with the Squadron, and I believe he is justified, although the results of performance have not yet been published to the Flotilla. I think the Squadron leads. I did not know Captain Hickey or Captain Dresel, but I do know the Mayfields socially, and it looks as though this years cruise will be as pleasant, and I hope as productive, as last years was.

Our schedule for the next month is practically zero. We leave the tender next Monday, and have some minor practices at sea, returning to port probably Wednesday, where we will remain until after New Years Day.

I was awfully glad to see that the Marine Corps had selected Chick Glovers brother in law to be a Lieutenant Colonel, and I was even more pleased with the announcement that they had selected our old pal Roy Hunt to be a full Colonel. Both are excellent choices, and the Marine Corps is to be congratulated.

I have not heard a word from Chick, but I read in this mornings paper that a typhoon is now at Manila. I hope that Art Davis is a good seaman, because his command will perhaps suffer should it run into the danger sector of this typhoon.

I am in excellent health, and feel particularly delighted because of the Navy victory over the Army Saturday. I hope this victory was as pleasing to you as it was to all of us out here. The Navy made quite a day of it.

I trust this letter finds you and Nina both feeling quite well under the circumstances, and both looking forward to a festive season.

Best regards to both of you, and I want you to know that I miss you very much indeed.

As ever,

Near Adm. Frank W. Clark,
The Dresden, 2126 Conn. Ave.
Washington, D.C.

Yours sincerely,

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U. S. S. CLARK
San Diego, California,
7 December, 1939.

C O N F I D E N T I A L

MEMORANDUM FOR EXECUTIVE OFFICER AND HEADS OF DEPARTMENTS:

1. The Captain is thoroughly dissatisfied with the evident lack of direction of repair work in the various departments. This is plainly evident from a study of the ship's work list for the present overhaul which indicates that practically all overhaul work was completed by the second week, leaving nothing to be accomplished the third week, and in addition a considerable portion of the work done alongside the tender by ship's personnel, is work that can be done anytime, anywhere. The fact that ship's work to be done, alongside the tender, is supposed to be primarily work which can only be done alongside the tender, seems to be lost sight of.
2. The Captain in addition considers that the small work lists for tender work indicate a lack of thorough knowledge of the various departments. The fact that work requests are constantly submitted alongside the tender for work which should have been known well in advance is disheartening.
3. The Captain desires that such conditions no longer obtain on board this vessel as the heads of departments have been on board long enough to have become familiar with their departments. It is therefore directed that in the next couple of months intervening between this present tender overhaul and the next overhaul in the third quarter, all officers familiarize themselves with their contemplated jobs, and that they lay out work as follows:
 - (a) For the tender. All repair work and alterations, which are within the capacity of the ship's force, either because of a lack of material or because of a shortage of personnel, or facilities. There are so many items in this category that are more in the province of the tender, than that of the ship, that it is beyond the Captain's comprehension to understand why, under these conditions, the tender work for all departments, for the past two overhauls, has been practically zero.
 - (b) For ship's work. In a ship of this class, which is relatively new, but which has passed its three year period, numerous minor failures of equipment and material should be constantly occurring. Owing to the

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CONFIDENTIAL U. S. S. CLARK

shortage of personnel, and to the rapid changing of personnel, and also due to the lack of familiarity of the new personnel with their equipment many minor jobs which would be normally done at sea by veteran personnel must necessarily be delayed until facilities alongside the tender, and time alongside the tender, are available.

4. Heads of departments are directed to study their departments on the basis of a complete and comprehensive ship's work load for the next overhaul.

(1) To do this they will;

- (a) Discover all jobs which require overhaul alongside the tender, and which can not be handled away from the tender.
- (b) Take each of the above jobs and establish priorities.
- (c) Estimate the number of man hours necessary to satisfactorily complete each job.
- (d) Estimate the number of working personnel that each department will have during the period of the alongside tender overhaul.
- (e) Estimate the number of man hours that will be available, assuming six hours actual work per day, per man.

(2) When the total number of man hours of work to be done by the ship's force, should more than equal the number of man hours available within the ship. In that way the completion of the ship's work alongside the tender in advance of the completion of the tender overhaul will be obviated and considerably more ship's work than usual will be done.

5. It is directed that the above work lists for both tender and ship's work alongside tender be prepared and submitted to the Captain for his approval not later than two weeks before the next scheduled overhaul.

R. W. BATES,
Commander, U.S. Navy,
Commanding, U.S.S. Clark (561).

0130

San Diego, California,
13 December, 1939.

Dear Rider:

It seems that the only times I write to you are to ask for some information. I hope that you will be able to answer the questions I ask.

Last time I wrote you concerning the Ship's Service, and I am glad to say that we finally got by that alright, although the board did note the failure of the Ship's Service Officer to sign for goods delivered, but the matter is over now, and you need not worry any more about it.

A new thing has arisen to plague us. Last April we ordered rubberized cotton deck matting for the bridge. The matting has arrived, but only enough for that portion of the bridge inclosed by the glass windows. The part of the bridge which is open to the weather - that is, where the signal force operates - has received no replacement, and Mare Island indicates that the matting supplied was all that we asked for. Our records are very incomplete, and TUNA is on leave, so I have to fall back on you for more information, before I take a "pot shot" at the Supply Department of the yard.

What I wish you to tell me is this - Did we order deck matting to complete the whole bridge or did we order deck matting for the closed portion only?

Things are not as hectic out here as they were last year, although we have fired most of our practices. We stand "Two" out of "eleven" in the 1850's in short range - we stand "two" in engineering, and we did very well in B.T.P."A", making over 100. We have done reasonably well in anti-aircraft practices. The ship looks pretty well, although not as well as we did last year at this time. The reason for the latter is that, we lost our First Lieutenant, Lieutenant (jg) Eugene C. Rider, and we have lost the Chief Boatswain's Mate, CALVIN, who has gone to duty at the Washington, Navy Yard, and most of our veteran personnel. We are laboring hard though, and I estimate that in the next two weeks we should be up to par. I still think we lead the destroyers in cleanliness and upkeep.

I hear that you are now Plotting Room Officer, and I think that is swell. However, you tell Commander Shumaker, that I am still waiting to hear that you got the turret you wanted.

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We miss your friendly self on board, and hope that
now and then, you miss your friends on the CLARK.

Best wishes for a prosperous New Year's season.

I am as ever,

Sincerely,

Lieutenant (jg) Eugene C. Rider, U.S.N.
U.S.S. SAN FRANCISCO,
%PM New York, N.Y.

P.S. PLEASE REPLY BY AIRMAIL.

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In Reply
Refer To FC3/

P18/00
Serial 1585

DESTROYER SQUADRON THREE
U. S. S. CLARK, Flagship

San Diego, California
18 December 1939

FIRST INDORSEMENT to
CO CLARK Ltr. DD361/P18
Serial 505 of 18 Dec. 1939.

From: Commander Destroyer Squadron THREE.
To : Commander Richard W. Bates, U.S.N.
(Commanding Officer, U.S.S. CLARK).

Subject: Leave - Request for.

1. Returned, approved.

I. H. MAYFIELD

0133

In Reply
Refer To

DD361/P18
Serial 505

U. S. S. CLARK

San Diego, California,
18 December, 1939.

From: Commander Richard W. Bates, U.S.N.
(Commanding Officer, U.S.S. Clark).
To : Commander Destroyer Squadron THREE.
Subject: Leave - request for .

1. It is requested that I be granted seven (7) days leave commencing 18 December, 1939.

2. If this request is granted, my address while on leave will be: 727 Paru Street, Alameda, California.

3. I am a member of a court of inquiry, which has not been dissolved, but leave has been authorized by Commander Aircraft Scouting Force dispatch 1118-0850 of December, 1939.

4. I have had no leave this fiscal year.

R.W.BATES

0134

U. S. S.

Ser. No.

HEADING:

1217 0961 T SQUAD 06 2012 2 5304006 7 02V3 4 212 157
OR H3 BT

1116 MEMBERS AND PARTIES TO COURT OF INQUIRY CONVENED BY MY
PRECEPT OF TWENTY TWO NOV MAY BE GRANTED ROUTINE HOLIDAY
LEAVE 0859

Date	TOR TOD	Opr	Sys	Freq. or Method	For Use of Originator										
ACTION TO: 12 DEC 39	FROM: 12 DEC 39	INFORMATION TO: 12 DEC 39			Abr.	Radio									
CONDEBROH SIX		COMAIRSCOFOR(ADM) BELVILLE			Pri.	Visual									
-----		REROUTED FOR INFORMATION			Rout.	C Code S									
CONDEBROH SIX		CLARK ALTAIR			Nite	Restricted									
					Ack. By:										
					Originator	Releasing									
USS Dobbin-9-11-39															
Unit omdr	Unit Gun	Unit Eng	Unit Comm	Unit Disb	Unit Med	Cap	Exec.	OOD	Eng	Gun	F.Lt.	Torp	Comm	Stores	Cmssy

0135

San Diego, California,
26 December, 1939.

Dear Sir:

I am in receipt of your confidential letter dated December 16, 1939, with reference to Clifford G. Norton. I shall be happy to forward the information you desire in your letter, provided that you inform me as to the organization you represent.

I should appreciate further information as to why you address this office. Was this office given by Mr. Norton as a reference?

Very truly yours,

R.W.Bates,
Commander, U.S.Navy,
Commanding, U.S.S. Clark (361).

Mr. G.I. Jones,
307 S. Division Street,
Stevens Point, Wisc.

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In Reply
Refer To

DD361/P18
Serial 505

U. S. S. CLARK

San Diego, California,
18 December, 1939.

From: Commander Richard W. Bates, U.S.N.
(Commanding Officer, U.S.S. Clark).
To : Commander Destroyer Squadron THREE.
Subject: Leave - request for .

1. It is requested that I be granted seven (7) days leave commencing 18 December, 1939.

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3. I am a member of a court of inquiry, which has not been dissolved, but leave has been authorized by Commander Aircraft Scouting Force dispatch 1118-0850 of December, 1939.

4. I have had no leave this fiscal year.


R.W. BATES

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REPORT OF LEAVE OF ABSENCE

(SEE INSTRUCTIONS BELOW)

U.S.S. CLARK (361)

26 December, 1939.

From: Commander Richard W. Bates, U.S.N.
(Ship or Station) (Date)
(Commanding Officer)

To: BUREAU OF NAVIGATION, NAVY DEPARTMENT.

Subject: { Report of leave of absence.
Report of authorized delay counting as leave of absence.

In conformity with requirements of U. S. Navy Regulations, I report the following leave of absence taken by:

BATES, Richard W.

Commander, U.S.N.

673

(Name, surname first)

(Rank and corps)

(Signal number)

under orders of COMDESRON THREE, dated 18 December, 1939.

NOTE.—Use either (a) or (b). Do not use both for same leave.

- (a) Leave: Total number of days, *including* any travel time 7 days.
(b) Delay counting as leave or leave between stations: Total number of days, *excluding* preparation period of 4 days and *excluding* allowance for travel time from old to new station via shortest usually traveled route _____

Commencing with 18 December, 19 39.
(See instructions)

Expiring with 25 December, 19 39.
(See instructions)

Insert inclusive dates to agree with number of days leave.

R.W. BATES, Commander, U.S.N.

(Signature of Commanding Officer)

INSTRUCTIONS

1. The day of departure from station or duty counts as a day of duty; the day of return as a day of leave. This refers to leave taken when not detached from ship or station (see Article 1727, Navy Regulations).
2. In cases of authorized delay counting as leave, this form should be submitted in *addition* to the B-slip form.
3. This report will be made at expiration of leave by the immediate superior of the officer to whom the leave is granted and forwarded immediately to the Navy Department (Bureau of Navigation). Care must be taken to insure that correct number of days of leave is reported and corresponds with the inclusive dates reported.

0138

San Diego, California,
29 December, 1939.

Dear Captain Hickey:

I regret the necessity of writing this letter to you, but I am constrained to do so, because of the adverse action of the selection board in your case. I do not know what the guiding principles are which are used by the selection boards, and I imagine the principles change from time to time with each board. I do know, however, that results obtained in sea assignments evidently do not count for very much, because the Third Squadron under your command, was developed from a "helter skelter" group of ships into the outstanding destroyer Squadron in this Navy. Your Squadron out performed all others in all items, with the possible exception of engineering, and the performance of the Squadron in tactics, so far as I was able to ascertain, was excellent.

I had heard from Commander Schuirmann that Admiral Pye thought very highly of you. I, therefore, had hoped that you had a distinct advantage over your peers, and that your international background would help you in view of your training in Europe and South America, but for some reason, the selection board ~~must~~ have felt that other factors were more important at this time.

I can see no other reason for the severe blow which befell you and us, because we were, and are all for you. I hope that by the time you receive this letter you will have become reconciled to the situation, and I feel confident that the job that you are doing down there in Panama as Chief of Staff is on a par with your exceptional success in the destroyers.

As you may have noted you are not alone among the destroyer Squadron Commanders this year. So far as I have noted none of the Squadron Commanders, who have served here recently were honored by the selection board, and it would appear as if, possibly, Destroyer Admirals were not wanted at this time. I do not think that we can count Captain Kidd, because his destroyer service was some years ago.

I appreciated, more than I can tell, your kindness in writing that letter commending my performance to the Chief of the Bureau of Navigation. I know that you are very busy down there, and that your responsibilities are many, and yet, despite this work load you took time off, to do me this service. I want you to know that such loyalty is appreciated, which makes your letter the more valuable to me. I wrote letters

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for the officers that I felt credit was due, within the CLARK, so it will not be necessary for you to write the letters which you so generously offered to write.

The Squadron has been doing very well indeed this year. I think that in Short Range, Destroyer Division FIVE and SIX lead, and the CLARK stands "two" out of "eleven" "leaders" in that practice. In Torpedo Practice "A" the CLARK stands "two" or "three", and in engineering she stands "one" or "two" for the year among the leaders. In Night Division the CLARK stands "two" out of "nine" ships with the REID leading by a small margin.

Both of the Division Commanders, RUDDOCK and DUGGER were selected for Captain - in fact all Division Commanders in the Destroyers, Battle Force, I believe were selected. Of your Captains, GEARING, TODD and CARTER were selected, with BRITTAIN passed over. Kenneth Noble, Commanding Officer of the DOWNES was selected, but he was not here with you.

I suppose that you know by now that we have lost Captain Dresel, through retirement, due to physical disability. He was a very fine man, and loved his job, which made it very hard for him to leave the Navy for good. He has been replaced by Captain Irving S. Mayfield, former aid to the Secretary of the Navy, and there can be no doubt, but that the Squadron is exceptionally lucky in this appointment. What squadron could have better fortune than to be lead by such Squadron Commanders as HICKEY, DRESEL, MAYFIELD?

I hope that this letter finds you and Mrs. Hickey in the best of health, and enjoying your stay in Panama, despite the inadequacy of your quarters.

With best wishes for the new year,

I am, as ever, your old flag Captain,

Captain Andrew S. Hickey,
15th Naval District,
Balboa, Canal Zone.

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San Diego, California,
5 January, 1940.

Gentlemen:

I am in receipt of your bill, which is herewith returned. It seems to me that you have a crust to send me a bill for luggage which has not been received by me, and which you well know has not been received.

I further feel that as a business organization your performance in this case is distinctly low class. As you will remember I purchased this luggage from you about 22 December, 1939, and the luggage was to be shipped to the CLARK right away. It did not arrive after one week, so I sent you a telegram, which I know you received, stating that the luggage had not arrived, and requesting that you expedite its delivery. I received a letter from you stating that you were investigating, and now two weeks after the purchase without further adieu you send me this bill. The luggage has not arrived yet.

I would suggest that you reorganize somebody.

Yours very truly,

R.W.BATES,
Commander, U.S.Navy,
Commanding, U.S.S.Clark (361).

C.A.Malm and Co.,
230 Post Street,
San Francisco, California.

0141

San Diego, California,
15 January, 1940.

Dear Pete:

We happened to discover in our correspondence today a letter from Commander Destroyers, Battle Force, to the Commandant, Navy Yard, Mare Island, California, dated 20 October, 1939, Serial 6629 in which it refers to our interim docking at Mare Island, for February, 1940.

It seems to me, that this is in error, for it was my understanding that, with the new bottom paint, it was not planned to dock us for another 18 months (approximately).

The strange thing in light of the above, is that Commander Destroyers, Battle Force, has not scheduled us for an interim docking period on the exercise schedule for the third quarter 1939-40.

Outside of that I hope you are swell and all my pals at Mare Island are likewise.

It may interest you to know that the CLARK is leading the 1850 ton destroyers in engineering, but by a very small margin indeed.

Cordially yours,

Lieut. Comdr. A. S. Pitre, (CC) U.S.N.
Navy Yard, Mare Island, California.

0142

San Francisco, Calif.
17 January, 1940.

Dear Calvin:

The inclosed letter of recommendation is being forwarded to you as per your request. I am sorry that I have delayed a few days in writing it, but I do not think that you will require such a letter while you are in the Navy; and, while the National Emergency exists, I do not believe there is any way of getting out.

The CLARK has been doing quite well since you left, although I can frankly say that your services are missed very markedly. We had a surprise inspection from our new Commodore, Captain Irving S. Mayfield, and we were marked excellent in cleanliness, and upkeep. We have never received higher than very good before, although, as you know, we were entitled to it.

I hope that this letter finds you and Mrs. Calvin, in the best of health and enjoying your stay at Charleston. Captain Ross, the Yard Manager was my old boss in the Bureau of Engineering, and I should like it very much if you would step in and say "hello" to him.

We are now at sea in the Fleet Problem, and are thoroughly enjoying ourselves.

Best regards,

Sincerely yours,

R.W.Bates,
Commander, U.S.Navy,
Commanding, U.S.S. CLARK (361).

Louis L. Calvin, C.B.M. U.S.N.
Navy Yard, Charleston, S.C.

0143

San Francisco, California,
17 January, 1940.

TO WHOM IT MAY CONCERN:

The bearer of this letter Louis L. Calvin, Chief Boatswain's Mate, U.S.Navy, has served on this vessel under my command, for a period of about sixteen (16) months - from July, 1938, until November, 1939. He was the ship's leading petty officer and, as such was charged with unusual responsibilities, concerning the personnel and the material of this ship.

I found him extremely valuable. He is intelligent, possesses an excellent knowledge of seamanship, is very loyal, enjoys the confidence and respect of both the officers and crew, and is exemplary in his personal habits.

For anyone who is seeking qualities similar to the above among his employees I can unhesitatingly recommend Mr. Calvin.

R.W.BATES,
Commander, U.S.Navy,
Commanding, U.S.S. CLARK (361).

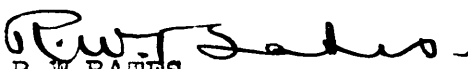
0144

U. S. S. CLARK (361)

Enroute San Diego, California,
20 January, 1940.

MEMORANDUM FOR NAVIGATOR AND OFFICERS OF THE DECK:

1. I have not been satisfied with the manner in which the aides to Navigation have been reported: For example - This evening the Officer of the Deck reported that he noted what he thought was the loom of Point Arguello Light. I do not recollect whether he indicated the bearing or not. Some-time later after waiting for a report of sighting Point Arguello Light in fact, and not having yet received such a report, I called the Officer of the Deck, and asked if the light had been sighted. To this I was given a reply in the affirmative. I then cautioned the Officer of the Deck that, in the future, he must not report a light, until he seen it and had verified it with a stop watch.
2. Point Arguello Light was passed abeam at about 1905. No report has yet been made to me about passing the light abeam, or the distance when the light was passed abeam.
3. This is information which should be given to the Captain immediately, as well as to the Squadron Commander.
- 4.(a) It is hereby directed that in the future except as noted in paragraph 5 no light be reported until it has:
 - (1) Been SEEN.
 - (2) Been CHECKED with a stop watch, unless for some reason this is not possible.
- (b) When the light is reported the BEARING is to be reported also.
- (c) When a light is passed ABEAM a report is to be made of this fact as well as the DISTANCE passed abeam.
- (d) All reports are to be made to me, as well as to the Squadron Commander and, when practicable, are to be made on a memorandum pad or, failing in that on a piece of scratch paper.
5. There may be occasions when it is advisable to report the LOOM of a light especially if the apparent course of the ship is beyond the range of visibility of the light, or in case the LOOM appears to be on a DANGEROUS BEARING.


R.W. BATES,
Commander, U.S. Navy,
Commanding, U.S.S. Clark (361).

0145